

For the Farm.

RENOVATING MEADOWS.

The notion that nothing can be done to prevent meadows from gradually failing is a great mistake. If manure can be spared for this purpose it will pay to top-dress the meadow. But the manure must be fine enough to sink among the leaves and cover the surface about the roots. A cheaper way to help old meadows is to harrow them with a common light drag. It loosens the surface soil and gets up the fermentation which develops nitrogen. This is especially the case where the dragging is done in moist, warm weather. Some roots of grass are cut in dragging, but they will be speedily replaced, and the effect will often be in hidebound meadows to double the cut of grass that they would otherwise yield. Every one knows the benefit that comes to grass land by being overflooded in spring. The water leaves on the grass a very little fine silt or soil from the upland. It may not be very rich, often is not, but its effect is to keep good grass for many years on such lands. To a less extent dragging the meadow has the same effect. It loosens the surface soil, mulching the roots, and thus enabling them to get much more plant food than they could without this operation.

ONE VERMONT DAIRYMAN.

According to Hoard's Dairyman, a Mr. C. F. Smith, living somewhere in Vermont, is making a pretty good record as a dairyman and farmer. Twelve years ago he purchased a farm of 145 acres, with stock and tools, for all of which he ran in debt. He now keeps 50 head of cattle. Last year milked 31 cows and heifers, purchased feed to the amount of \$320, and sold dairy products for \$2100. Deduct the \$320 and the receipts would then be equal to an average of \$57.50 per cow, or gross receipts \$68 per cow. It must be a pretty good farm and well carried on to keep that amount of stock with no more feed than was purchased. With such a productive farm and dairy, it would seem that this man might steer clear of mortgages and make a success of his business. In that time, twelve years, there had been an addition of five girls and one boy to the family. Well done for Vermont. Talk of going West to "grow up with the country" when such a record as this can be made in our little state.—[St. Albans Messenger.]

THE PROTECTION AFFORDED BY FERTILIZERS.

Experience shows that plants stimulated into vigorous growth by special fertilizers are often peculiarly exempt from the attacks of insects and of fungi. Evidently there is that in the juices of such plants which does not please their taste. I planted some potatoes on poor soil, where they made but feeble growth. Near this plot was one planted with similar potatoes, fully fertilized and stimulated by nitrogenous manures. The weak plants on the poor soil were attacked by the beetle and devoured before the strong plants were touched. This is ordinarily explained by saying that the fertilized plant grows faster than the bug can eat it; but, in fact, the beetles did not visit these plants. When they had consumed the plat of weaker plants, they sought other fields of similarly starved potatoes and ate these in preference.

These two potato plats also showed a remarkable contrast in resistance to the potato blight, which when it became epidemic attacked the weaker ones first and totally killed them. The stronger plants were blighted later, but the leaves were only harmed. The stalks were unaffected, and, after the foliage perished under the fungus they put forth a new growth, which endured until frost, maturing a crop of tubers. Evidently fertilization promotes the health of the potato plant, and enables it to resist some diseases. There is reason to hope that, when we shall have learned how to feed the plant with all of the requisites to health, we may secure more complete exemption from contagious disease.—[Garden and Forest.]

CARE FOR COWS.

Potatoes, turnips, carrots, parsnips, etc., as also cabbage, may be fed judiciously, and in moderate quantities, without injury to milk or butter, if great care be exercised as to time of feeding. Generally just after milking is the best time. A farm infested with bad-tasting weeds cannot produce good milk; the cow's food must be of good quality, pure and clean. She needs abundance of pure water; beware of horse-drains, duck-ponds, hog-wallows, etc., from which cows will drink. She should have a comfortable bed; should be tied so as to be able to move the head freely, that she may lick her body; stanchions should not be used when they fix the head immovably; she needs daily exercise to maintain good health; when weather is cold and stormy it is not necessary to turn her out, but each warm, pleasant day she should spend several hours in open air. Though there may not be so much milk as from cows kept constantly in stable, yet from cows leading natural lives the milk has greater vitality and hence a greater food value. In going to and from pasture, she should be driven quietly; cows made to run, and worried by dogs, have the milk affected. At calving time she needs proper attention. In summer it may be well to stable her, allowing her to spend the night in pasture, thus protecting from flies. In a word the

cow needs always to be comfortable and healthy to give good milk.—[Dr. Geo. G. Groff, in Tribune.]

A BEVY OF USEFUL HINTS.

The object of manuring is not to enrich the soil, but to grow crops. The farmer should have a well-defined idea of the crops he will be expecting to grow for this year and the next, at least, and then fertilize it accordingly. If anything is left over for future crops it may be considered in the next manuring. Farms are like many men, what they owe you is hard to collect after a few years, and pretty sure lost if it runs seven years.

Very often the larger the crop taken off the land the better it is. Very few crops take out all that is put in to make them grow. They may take something that was not put in, but usually the farmer puts in the three principal elements and trusts to the farm for the rest, and it is not easy to proportion so that there will be all that is needed of one without getting more than can be taken of another one. If the farmer grows rich by large crops, the farm is very apt to grow rich.

Why should there be abandoned farms in New England when Massachusetts raised an average of 40 bushels of corn to the acre, when the average of the whole United States was but 26.6 bushels, and the lowest average in New England and (New Hampshire and Connecticut) was 35.7? Massachusetts raised an average of 1600 pounds of tobacco to the acre, and Kentucky less than one-half as much, or 780 pounds. Maine raised 125 bushels of potatoes to the acre, an amount only equalled by the new state of Washington, and the average of all the states was less than 94 bushels. The state of Vermont grew 1.6 tons hay per acre as an average of all her mowing lands, including the rocky and mountainous portions, which was not exceeded by any other state. And yet every man did not do his best. Some farmers cut over five tons of hay on an acre. Others grow over 100 bushels of potatoes on an acre or at that rate on smaller lots, and even at the rate of 150 bushels to the acre is recorded. When all reach the highest limit now reached by a few, the country can supply from four to six times as many people with food as it now does, and still have land left uncultivated, which could be made to supply as much more.

When the farm owns the farmer it is apt to work him too hard. He should plan his work so that he will be the "boss," and not let the work drive him.

A writer in an exchange says a horse produces about 55 pounds of manure per day, worth \$2.80 per ton, or 7.7 cents worth per day, a little less than 54 cents per week. This is a much larger amount than is allowed by English and German authorities, who place it from 38 to 42 pounds of solid and liquid matter per day, or less than four-fifths that amount. The same exchange allows 85 pounds per day for a cow, worth \$2.50 per ton; a year-old hog 3½ pounds, worth \$3.40 per ton; and a sheep one-year-old or more 5½ pounds, worth \$4.15. We think these amounts are all too high, and the value must depend upon quality of feed, etc., as well as on the demand for it.

A correspondent of the Practical Farmer gives his experience in trying to exterminate the Canada thistle. After trying for several years upon a field where there was a half-acre which he desired to cultivate, and upon other smaller lots of them, he says: "I will give three suggestions for the benefit of those who are troubled with the Canada thistle. First, if you have only a few on your farm, dig them out and put two or three large handfuls of salt in each hole. Be sure and destroy the stems that have been dug out, as they will grow again if they should come in contact with fine earth, under favorable circumstances. Second, if you have a quantity in a pasture lot, keep them cut down with a sharp hoe, cut them every week, and salt them so that the stock will nibble at them occasionally. Sheep are especially good for this. Third, if the thistle patch is on arable land, put it in some cultivated crop, such as potatoes or beans, and continue as long as there is a thistle left. No matter which of these suggestions is practised, it will be seen that the main object is to keep them cut under the surface of the ground, which is the only feasible rule, never allowing energy or patience to wane until the object is accomplished."

How many farmers are there who never tasted of cauliflower, celery, okra, egg plant, salsify, kale, brussels sprouts or Lima beans, and who seldom eat lettuce, spinach or any dandelions excepting those that spring up wild in the pasture? And pears, peaches and other small fruits are almost unknown upon their tables, as are melons. Yet a little labor would furnish them in abundance, and at a trifling cost, while those who have no land will spend no small part of their day's toil in procuring these things. If any man ought to be able to afford to indulge in the luxuries of life it should be the one who can get them at first cost.

The shepherd is not tied to the tail of his sheep as the milk producer is to the tail of his cows. That is, he does not need to see them twice a day, and milk them to obtain their products. But it will be for his advantage to see them as frequently as possible, and carefully notice

their condition and the thriftiness of the ewes and lambs. Luckily at the time when the lambs are dropping or while they are small, and need extra watchfulness, there is not much other work requiring his attention.

When sheep owners grow sheep and lambs for the meat, and consider the wool, as they do the hide of the cattle, as a by-product that is all profit, then there will be money in the sheep business. Look out for a good carcass, and the good wool will grow on it fast enough.

After the hens are allowed to run out where they can get green grass they will not need soft mash, and when there are plenty of insects it will do to omit the beef scraps, but if they are confined to the yard they will need both in summer as much as in winter.—[American Cultivator.]

"I AM SO TIRED."

Is a common exclamation at this season. There is a certain bracing effect in cold air which is lost when the weather grows warmer, and when Nature is renewing her youth, her admirers feel dull, sluggish and tired. This condition is owing mainly to the impure condition of the blood, and its failure to supply healthy tissue to the various organs of the body. It is remarkable how susceptible the system is to the help to be derived from a good medicine at this season. Possessing just those purifying, building-up qualities which the body craves, Hood's Sarsaparilla soon overcomes that tired feeling, restores the appetite, and imparts vigor and health. Its thousands of friends as with one voice declare "It Makes the Weak Strong."

Travellers' Guide.

BOSTON & MAINE R. R. PASSENGER DIVISION

WINTER ARRANGEMENT, October 5, 1891. Trains Leave St. Johnsbury.

GOING SOUTH.

For Concord, Manchester, Nashua, Lowell and Boston via White River Junction, 12.25 a. m., 9.06 a. m., 12.27 p. m. Arriving at Boston, 8.05 a. m., 5.05 and 7.30 p. m.
For Concord, Manchester, Nashua, Lowell and Boston via Wells River and Plymouth, 1.40 a. m., 9.06 a. m., 2.34 p. m. Arriving at Boston, 8.05 a. m., 5.05 and 7.30 p. m.
For Lowell, Manchester, Nashua, Springfield, Hartford, New Haven and New York, 12.25 a. m., 9.06 a. m., 12.27 and 6.07 p. m.
For Passumpsic, Barnet and McIndoes, 9.06 a. m., 12.27 and 6.07 p. m.
For Wells River, 12.25 a. m., 1.40 a. m., 9.06 a. m., 12.27 p. m., 2.34 p. m., 6.07 p. m.

GOING NORTH.

For Lyndonville and Newport, 2.22 a. m., 3.15 p. m., 10.55 a. m., 3.15 p. m., 4.38 p. m., 7.55 p. m.
For West Burke, Barton and Barton Landing, 3.15 a. m., 10.55 a. m., 4.38 p. m., 7.55 p. m.
For Stanstead and Derby Line, Massawippi, North Hatley, Sherbrooke, St. Armand, 3.15 a. m., 10.55 a. m., 4.38 p. m., 7.55 p. m.
For Quebec via Sherbrooke and Grand Trunk R., 3.15 a. m., 7.55 p. m.
For Quebec via St. Johns and Quebec Central R., 3.15 a. m., 7.55 p. m.
For Montreal via Sherbrooke and Grand Trunk R., 3.15 a. m., 7.55 p. m.
For Montreal via Newport and Canadian Pacific R., 2.22 a. m., 3.15 p. m.
J. W. SANBURN, D. J. FLANDERS, Acting Gen. Man. Gen. Pass. Agt. H. E. FOLSOM, Div. Supt.

ST. JOHNSBURY AND LAKE CHAMPLAIN R. R.

Winter Arrangement, October 5, 1891. Trains Leave St. Johnsbury.

GOING WEST.

For Danville, West Danville, Walden, Greensboro, East Hardwick, Hardwick, Morrisville and Hyde Park, 7.35 a. m., 3.20 p. m., 4.45 p. m.
For Johnson, Cambridge Junction, Burlington, Fletcher, Fairfield, Sheldon, Highgate and Swanton, 7.35 a. m., 3.20 p. m.
For Stanbridge, St. Johns and Montreal via East Swanton, 3.20 p. m.

GOING EAST.

For East St. Johnsbury, North Concord, Miles Pond and Lunenburg, 2.30 a. m., 2.40 p. m., 4.50 p. m.
For Whitefield, Fabyans, Crawford, Glen, North Conway, Fryeburg, Portland, Brunswick, Lewiston, Augusta, Waterville, Bangor and St. John, 2.30 a. m., 2.40 p. m.
H. E. FOLSOM, D. J. FLANDERS, Supt. Gen. Pass. Agt.

CONCORD & MONTREAL R. R.

October 5, 1891.

Passenger Service from St. Johnsbury.

For Woodsville, Plymouth, Laconia, Tilton, Concord, Manchester, Nashua, Lowell and Boston, 1.40 (ex.), 9.06 a. m., 2.34 (ex.) p. m. Arrive Boston 8.05 a. m., 5.05, 8.55 p. m.
Sundays 1.40 a. m., arrive Boston 8.05 a. m. The 1.40 a. m. train (daily) has through sleeping car. The 2.34 p. m. train has through parlor cars.
For St. Johnsbury via Plymouth and Wells River, 9.00 (ex.) a. m., 1.00, 7.15 (ex.) p. m. Sundays 7.15 p. m.
Leave Boston 9.45 (ex.) a. m., 1.47, 7.58 (ex.) p. m. Sundays 7.58 p. m.
Leave Nashua 10.15 (ex.) a. m., 2.13, 8.30 (ex.) p. m. Sundays 8.30 p. m.
Leave Manchester 10.45 (ex.) a. m., 2.44, 9.00 (ex.) p. m. Sundays 9.00 p. m.
Leave Concord 11.18 (ex.) a. m., 3.20, 9.40 (ex.) p. m. Sundays 9.40 p. m.
Arr. St. Johnsbury 3.10, 7.55 p. m., 2.17 a. m.
The 9 a. m. train from Boston has through parlor car. The 7.15 p. m. train (daily) has through sleeping cars.
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Trains Leave
St. Johnsbury 2.40 a. m., 2.40 p. m.
Lunenburg 4.00 a. m., 3.35 p. m.
Fabyans 4.45 a. m., 4.25 p. m.
Trains Arrive
No. Conway 6.15 a. m., 5.51 p. m.
Boston 1.05 p. m., 8.00 p. m.
Portland 8.20 a. m., 1.25 a. m.
Lewiston 9.40 p. m., 5.05 p. m.
Bangor 9.25 a. m., 10.15 p. m.
St. John 5.35 a. m., 1.45 p. m.

Trains arrive at St. Johnsbury from Boston, Portland, Lewiston, Augusta, North Conway and White Mountain resorts 2.36 p. m., and 12 midnight. From Bangor, Bar Harbor, Boston and all points east 12 midnight.

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April 4, 1892.
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LAMBERT B., 2.26½

BY DANIEL LAMBERT (102.)

Dam Lotta B. by Messenger Chief (1825) 2d dam by Blue Bull, S. T. B.

Lambert B. is a game race horse, is much faster than his record and is a model roadster. His colts are very promising, and I am satisfied that he will prove one of the very best sons of Daniel Lambert.

GRATIAN (18849.)

BY COBLEN, 2.28¾.

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Gratian is a very fast colt and one of the most promising sons of Coblen. His dam is the dam of Lambert B., 2.26½, and he cannot fail to be a successful sire.

ALBERTUS (7083.)

BY ALLECTUS, Son of ALCANTARA.

Dam, Lambretta, (own sister to Upstart, 2.35, and Tom Lambert, 2.35½) by Daniel Lambert; second dam, William Goddard Mare, trial 2.28½.

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His service fee is very low, and farmers who do not want to pay a high service fee are afforded an opportunity to breed to a first class stallion at a nominal price.

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Having been using one of your creameries I can say it does all that is claimed for it. I could not be induced to get along without it. As long as I keep a dairy I can make more butter with less work in caring for the milk. I can churn in from 20 to 30 minutes. LYMAN STEVENS, Danville, Vt.

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